









The following is the report of the Manager, Mr W. Bibby, for the four weeks ending 14th June, to the Directors:—

*Raub Hole Section. No. 1 Level South.*  
In the new winze near the main crosscut the bottom of level the lode has pinched

twelve broods and the birds are now beginning to take out wide earies far apart. The chute of one continues to go down between these last winzes but we can sink no deeper at present for water. In the face going south, the lode still continues to look well and is 2 to 3 feet thick and earies far apart. The whole height of the face, about 100 feet, is made up of the south end of the chute is now down 110 feet, but about 30 feet deeper than the deepest workings in the No. 1 level. The poppit has and guide pulleys are in their place, but further progress can be made with the water until the pit-headed pulleys arrive from Europe.

**North End.**—The main level going north is now in 243 feet. In the face the lode about 38" thick, but is a good deal broken up. A little rock can occasionally be

level are looking very well and show good prospects.

As to the winzes connecting the No. 1 and 2 levels the intermediate drive going south showing good gold in a lode about 1 thick and is dipping going south. In drive going west the lode will average about 13 inches of fair grade ore, but is a little thicker and we are so north it rises.

There is still a large amount of ore stuff in sight in the different stopes and when the new south shaft is connected the workings in the south we shall have still larger amount of reserves available work.

**No. 2 Level.**—The only work being done in this level is driving the No. 1 north on the lode near the shaft. Drive is going in on a lode about 1 thick of good looking quartz similar in appearance to that carrying the best gold of the No. 1 level, but no gold can be seen so far.

**South Kanaw Section.**—The main going north on the course of the lode is about 47 feet. The lode still continues to fair gold, and is about 7 feet wide of quartz the whole of which is being crushed. There are small veins of gold in the lode and in the hanging wall of gold. The water is very heavy it face and the pump has all its work to do it down. An air shaft is being sunk to the surface to connect with the main level, and it is now down about 100 feet. As soon as the shaft is connected with the lode, and should be able to raise a quantity of crushing stuff.

The crosscut going east now in covering, but there is no change in the course of it. It is my intention to drive this crosscut other 20 to 30 feet, and then make back and open the gold-bearing lode out in sight on the shaft.

**Surface Workings.**—We are still what crushing stuff is required to keep battery going full time from the workings. There is very much quartz and other stuff in the dumps that is easily crushed and run into the mills.

**Western Lode Section.**—The main shaft has been repaired and is under repair. It will cause the winches and machinery crunched together by the ground settling them. We are now engaged opening up again. I hope soon to have this completed and be in a position to cranking shift.

**Battery.**—This has been kept steady work day and night, on crushing shifts the Kaub Hole and Bukit Koman, in equal parts. On the 11th instant a clean up was returned of 820 ounces of gold from 440 tons (estimated). B commenced crushing again the same day he been kept steadily at work since.

"e are making the necessary alterations for the battery house and preparing for the foundation of a new building. The old one some of the foundation timbers of the old battery is rotten it is to be taken after next general clean up, to replace all the old battery down and re-erect wholly fresh when patting in the new.

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years,	Mr Medhurst	Mr J. G. Wright
	Capt. and Mrs Moore	



**Merchant Vessels in Hongkong Harbour.**

**Merchant Vessels in Hongkong Harbour.**

*Exclusive of late Arrivals and Departures reported to-day.*

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the

Shipping or midway between each shore are marked c, in conjunction with the figures denoting the sections.

**Section.**

1. From Green Island to the Gas Works
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddars Wharf.

**Section.**

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kallist's Island to North Point.
10. Kowloon Wharves.
11. Jao no No's Wharf.

Hongkong, June 13, 1894.

SHARE LIST.—QUOTATIONS.—JUNE 28, 1894.

of observations made at the Imperial  
Asian Observatory at Peking, from 1841  
1880. "Notes on the Dutch Occupation  
of Formosa," by Mr. Geo. Phillips, cont.

Some translations from Chinese novels and plays are marked by both accuracy and beauty of style; and an account of the

Hongkong, June 13, 1894.

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**Her Britannic Majesty's Ships on the China Station.**

Walter Siegfried Brit. bgo.

**YOKOHAMA.**  
In port on June 8, 1899

Abergeldie	Brit.	str. G
Mount Tabor	Brit.	str. c
Windsor	Brit.	str. I